

IRON SHIPS.

Recd 21/2/65

No. 8320 Survey held at Sunderland Date 10th Feb^y 1860
 on the Barque "Star of the West" Master G. Ellory
 Tonnage under tonnage deck 577, 37 Built at Sunderland When built 1865 Launched 11th Jan^y
 Ditto of poop or spar deck _____ By whom built Messrs. Pile, Hoyle & Co. Owners Pardner & Co.
 Ditto of engine room House on Deck 14, 56 Port belonging to Sunderland * Plymouth Destined Voyage Coast of Good Hope
 Total Register tonnage 306, 93 * Register
 Gross tonnage _____
 * Surveyed while Building Afloat, or in Dry Dock

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	No. of Decks		
(Dimensions of Ship per Register, length)	<u>149</u>	<u>6</u>	breadth	<u>25</u>		depth	<u>15</u>	<u>6</u>			<u>One</u>		
Keel, if bar iron, depth and thickness	<u>6 1/2</u>	<u>2 1/4</u>	Inches in Ship.	<u>6 1/2</u>	<u>2 1/4</u>	Inches required per Rule.	<u>6 1/2</u>	<u>2 1/4</u>	Plates in Garboard Strakes, breadth and thickness	<u>30</u>	<u>10</u>	<u>2 1/4</u>	<u>10</u>
„ if plate iron, breadth and thickness									Ditto from Garboard to upper part of Bilges..	<u>9</u>	<u>-</u>	<u>9</u>	
Stem, if bar iron, moulding and thickness	<u>6 1/2</u>	<u>2 1/4</u>		<u>6 1/2</u>	<u>2 1/4</u>		<u>6 1/2</u>	<u>2 1/4</u>	„ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
„ if plate iron, breadth and thickness									„ from 3/4ths depth of Hold to lower edge of Sheerstrake	<u>4</u>	<u>-</u>	<u>4</u>	
Stern-post, if bar iron, moulding and thickness	<u>6 1/2</u>	<u>2 1/4</u>		<u>6 1/2</u>	<u>2 1/4</u>		<u>6 1/2</u>	<u>2 1/4</u>	„ Sheerstrake, breadth and thickness	<u>31</u>	<u>9</u>	<u>2 1/4</u>	<u>9</u>
„ if plate iron, breadth and thickness									Butt Straps to outside plating, breadth and thickness	<u>0 1/2</u>	<u>10.9.2.7</u>	<u>0 1/2</u>	<u>10.9.2.7</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>			<u>23</u>			<u>23</u>		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>21</u>	<u>0</u>	<u>21</u>	<u>7</u>
Frames, Size of Angle Iron, single or double	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	Angle Iron on ditto	<u>3 1/2</u>	<u>6</u>	<u>3 1/2</u>	<u>6</u>
Reversed Iron, to every frame	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>	<u>2 1/2</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	<u>10</u>	<u>9</u>	<u>9 1/2</u>	<u>7</u>
or every alternate frame									Diagonal Tie Plates on ditto	<u>7</u>	<u>0</u>	<u>9 1/2</u>	<u>7</u>
Floors, depth and thickness of Floor Plate at mid line	<u>14</u>	<u>9</u>		<u>14</u>	<u>9</u>		<u>14</u>	<u>9</u>	Planksheer, materials and scantlings				
„ Ditto ditto at Bilge Keelson	<u>7</u>	<u>7</u>		<u>7</u>	<u>7</u>		<u>7</u>	<u>7</u>	Waterway ditto ditto	<u>how gutter</u>	<u>-</u>	<u>3</u>	<u>3</u>
„ Size of Reversed Angle Iron, and No. of double Keelsons	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>	<u>2 1/2</u>	Flat of Upper Deck, thickness and material	<u>3 1/2</u>	<u>3</u>	<u>3</u>	<u>3</u>
Beams, Deck (No. <u>37</u>) double Angle Iron, Plate, Tee, or Bulb Iron	<u>6 1/2</u>	<u>6</u>		<u>6 1/2</u>	<u>6</u>		<u>6 1/2</u>	<u>6</u>	„ „ how fastened to Beams	<u>with screw bolts & nuts</u>	<u>-</u>	<u>-</u>	<u>-</u>
„ double or single Angle Iron, on upper edge	<u>2 1/2</u>	<u>2 1/4</u>	<u>6</u>	<u>2 1/2</u>	<u>2 1/4</u>	<u>5</u>	<u>2 1/2</u>	<u>2 1/4</u>	Ceiling betwixt Decks and in Hold, thickness and material	<u>2 1/2</u>	<u>4</u>	<u>Red Pine</u>	<u>-</u>
„ average space between	<u>on every alternate frame</u>			<u>on every alternate frame</u>			<u>on every alternate frame</u>		Clamps or Spirketting ditto				
„ Hold, or Lower Deck (No. <u>20</u>) double Angle, Tee, Plate, or Bulb Iron	<u>6 1/2</u>	<u>6</u>		<u>6 1/2</u>	<u>6</u>		<u>6 1/2</u>	<u>6</u>	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>17</u>	<u>7</u>	<u>16</u>	<u>7</u>
„ double or single Angle Iron, on upper edge	<u>2 1/2</u>	<u>2 1/2</u>	<u>6</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>	<u>2 1/2</u>	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	<u>Angle iron</u>	<u>3 1/2</u>	<u>6</u>	<u>6</u>
„ average space between	<u>on every 3rd & 4th frame alternately</u>			<u>on every 3rd & 4th frame alternately</u>			<u>on every 3rd & 4th frame alternately</u>		Stringers in Hold	<u>3 1/2</u>	<u>6</u>		
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron									Flat of Lower Deck, thickness and material	<u>3 1/2</u>	<u>-</u>	<u>3 1/2</u>	<u>-</u>
„ Engine									Main piece of Rudder, diameter at head	<u>3 1/2</u>	<u>-</u>	<u>3 1/2</u>	<u>-</u>
Keelson, single or double plate, box, or intercostal	<u>with double angle iron top & bottom</u>			<u>with double angle iron top & bottom</u>			<u>with double angle iron top & bottom</u>		„ „ „ at heel	<u>2 1/2</u>	<u>-</u>	<u>2 1/2</u>	<u>-</u>
„ Size of Plates	<u>12</u>	<u>10</u>		<u>12</u>	<u>10</u>		<u>12</u>	<u>10</u>	(Can the Rudder be unshipped afloat)	<u>Yes</u>			
„ Size of Angle Irons	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>	<u>3</u>	Bulkheads, No. <u>1</u> Thickness of	<u>3/8</u>			
„ Side, single or double, plate, box, or intercostal	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>	<u>3</u>	„ Height up	<u>To Main Deck</u>			
„ Bilge (No. <u>One</u>) at each Bilge, single, or double, plate, or box	<u>Angle iron</u>	<u>-</u>	<u>3 1/2</u>	<u>Angle iron</u>	<u>-</u>	<u>3 1/2</u>	<u>Angle iron</u>	<u>-</u>	„ how secured to the sides of the ship	<u>Between double frames</u>			
Transoms, material <u>One of iron</u> or, if none, in what manner compensated for.									„ size of vertical angle irons	<u>2 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Knight-heads, and Hawse Timbers <u>Iron</u>									„ rivetted through plates with (<u>3/4</u> in.) rivets, about (<u>6</u>) apart.				
The Frames extend in one length from <u>Keel</u> to <u>Gunwale</u>									The reverse angle irons on the floors extend in one length across the middle line from _____ to _____				
The reverse angle irons on the floors extend in one length across the middle line from _____ to _____									„ „ „ on the frames „ „ „ from _____ to _____				
„ „ „ on the frames „ „ „ from _____ to _____									Keelson, how are the various lengths of plates or angle irons connected?	<u>With butt straps</u>			
„ „ „ on the frames „ „ „ from _____ to _____									Plates, Garboard, double or rivetted to keel, double or and at upper edge, with rivets (<u>1 1/2</u> ins.) diameter, averaging (<u>3 1/2</u> ins.) apart.				
„ „ „ on the frames „ „ „ from _____ to _____									„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 1/2</u> ins.) apart.				
„ „ „ on the frames „ „ „ from _____ to _____									„ Butts from Keel to turn of bilge, worked carvel with butt straps (<u>10.9/16</u>) thick, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 1/2</u> ins.) apart.				
„ „ „ on the frames „ „ „ from _____ to _____									Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u>				
„ „ „ on the frames „ „ „ from _____ to _____									„ Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 1/2</u> in.) apart.				
„ „ „ on the frames „ „ „ from _____ to _____									Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u>				
„ „ „ on the frames „ „ „ from _____ to _____									„ Edges of Sheerstrake, double or single rivetted? At upper edge _____ At lower edge <u>Double</u>				
„ „ „ on the frames „ „ „ from _____ to _____									„ Butts from bilge to planksheers, worked carvel with butt straps (<u>10.9/16</u>) thick, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 1/2</u> ins.) apart. Breadth of laps in double rivetting (<u>4 1/2</u>) Breadth of laps in single rivetting (<u>2 1/2</u>)				
„ „ „ on the frames „ „ „ from _____ to _____									Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Double rivetted</u>				
„ „ „ on the frames „ „ „ from _____ to _____									Planksheer, how secured to the plating of the sides	<u>See sketch</u>			
„ „ „ on the frames „ „ „ from _____ to _____									Waterway „ „ planksheer and to the Beams	<u>if necessary.</u>			
„ „ „ on the frames „ „ „ from _____ to _____									Deck Beams, how secured to the side?	<u>Turned down and rivetted to frames</u>			
„ „ „ on the frames „ „ „ from _____ to _____									Hold or Lower Deck ditto	<u>With knee plates as per Rules</u>			
„ „ „ on the frames „ „ „ from _____ to _____									Paddle „ „				
„ „ „ on the frames „ „ „ from _____ to _____									No. of breasthooks <u>Four</u> crutches <u>Four</u>				
„ „ „ on the frames „ „ „ from _____ to _____									What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	<u>Best ship quality</u>			
„ „ „ on the frames „ „ „ from _____ to _____									Manufacturer's name or trade mark	<u>See plate iron from the Shotton Bridge Co. all the other part from Bessemer, Crawshaw & Co. and from Copper & Iron</u>			
„ „ „ on the frames „ „ „ from _____ to _____									We certify that the above is a correct description of the several particulars therein given.				
„ „ „ on the frames „ „ „ from _____ to _____									Builder's Signature <u>W. H. Stirling</u> Surveyor's Signature <u>Thomas Lawrence</u>				

IRON 438-0142

3987 Iron

Workmanship. Are the lands or laps of the clenwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? They are

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes

Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid with single pieces

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? They do and are the rivet holes well and sufficiently countersunk in the outer plate? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? very few

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

All the Masts, Yards, &c. are of Red Pine

She has SAILS.			CABLES, &c.			ANCHORS, and their weights.		
No.			Fathoms.	Inches.	Tested to Tons.	No.	Weight. Ex. Stock	Tested to Tons.
2	Fore Sails,	Chain	240	1 1/2	3 1/2	Bowers,	3	10-2-0
2	Fore Top Sails,	Hempen Stream Cable	00	0			15-0-14	10 1/2
2	Fore Topmast Stay Sails,	Hawser ... Chain ...	60	1 1/8			11-3-0	14
1	Main Sails,	Towlines	00	5		Stream,	1	6-0-0
2	Main Top Sails,	Warp	00	4		Kedges,	2	3-0-0
and others as usual.		All of <u>Good</u> quality.					1-2-0	

Her Standing and Running Rigging is of Pine & Hemp sufficient in size and Good in quality.

She has 2 Long Boat and two others

The present state of the Windlass is secure Capstan 2 trucks and Rudder and Pumps Good and efficient

Order for Special Survey No. 1627 Date Decr. 27/64 DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the progress of rivetting

3rd. When the beams were in and fastened, and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated

5th. After the ship was launched

Built under Special Survey from 10th Oct. 1864 to the present date.

State if she has a Spar Deck No Poop No or Forecastle No Quarter Deck 46" by 8" high

General Remarks,

This Barque is similarly built in every respect to the "Queen of the South" N^o 0260. (Please see sketch sent with that report)

The testing Certificate of Chain cables and anchors, signed by Mr. J^{no} Thompson have been produced -

In what manner are the surfaces preserved from oxidation? Inside With cement to Bilge and Paint above Outside With Paint

I am of opinion this Vessel should be Classed A1

The amount of the Fee £ 5 : " : " is received by me, Thomas Lawrence

Special £ 19 : 6 : "

Certificate (if required) £ " : " : "

Committee's Minute 21 February 1865

Character assigned A1

This Sailing Barque, built of Iron, appears eligible for Classification as recommended, if the Committee are satisfied with the length of Steam Cable, Hawser and Warps.

Feb 22/65